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Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu, and Brisbane, (Q.), are

Due at Honolulu on or about the dates below stated, viz:

From Vancouver and Victoria, B. C., for Brisbane and Sydney:	1900	From Sydney and Brisbane, for Victoria and Vancouver, B. C.:	1900
MIOWERA	MAY 12	AORANGI	MAY 9
AORANGI	JUNE 9	WARRIMO	JUNE 6
WARRIMO	JULY 7	MIOWERA	JULY 4
MIOWERA	AUG. 4	AORANGI	AUG. 1
AORANGI	SEPT. 1	WARRIMO	AUG. 29

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THEO. H. DAVIES & CO., Ltd., Gen'l Agts.**Pacific Mail Steamship Co. Occidental & Oriental S. S. Co. and Toyo Kisen Kaisha.**

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA:

FOR SAN FRANCISCO:

NIPPON MARU	MAY 2	COPTIC	APRIL 27
RIO DE JANEIRO	MAY 10	AMERICAN MARU	MAY 5
COPTIC	MAY 18	CITY OF PEKING	MAY 12
AMERICAN MARU	MAY 26	GALIC	MAY 29
PEKING	JUNE 5	HONGKONG MARU	MAY 29
GALIC	JUNE 13	CHINA	JUNE 5
HONGKONG MARU	JUNE 21	DORIC	JUNE 12
CHINA	JUNE 29	NIPPON MARU	JUNE 26
DORIC	JULY 7	RIO DE JANEIRO	JUNE 30
NIPPON MARU	JULY 17	COPTIC	JULY 10
RIO DE JANEIRO	JULY 26	AMERICA MARU	JULY 17
COPTIC	AUG. 2		

For general information apply to

H. HACKFELD & CO., Ltd. Agts.**Oceanic Steamship Company.****TIME TABLE**

The Fine Passenger Steamers of This Line will arrive at and Leave this Port as Hereunder:

FROM SAN FRANCISCO:

FOR SAN FRANCISCO:

MOANA	APRIL 25	ALAMEDA	APRIL 27
AUSTRALIA	MAY 9	AUSTRALIA	MAY 16
ALAMEDA	MAY 23	MARIPOSA	MAY 25
AUSTRALIA	JUNE 6	AUSTRALIA	JUNE 12

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by and steamship line to all European Ports.

For further particulars apply to

W. G. Irwin & Co.

(LIMITED)

General Agents Oceanic S. S. Company.

SHIPPING INTELLIGENCE**ARRIVING.**

Monday, April 23.
S. S. Doric, from San Francisco, April 17; 14 tons mado.
Schr Mille Morris, from Oahu ports, Tuesday, April 24.
Schr Mikahala, Thompson, from Makaweli, April 23; 5,000 bags sugar.

DEPARTING.

Tuesday, April 24.
S. S. Doric, Smith, for China and Japan.

PASSENGERS.

Arrived.
Per S. S. Doric, from San Francisco, April 17—Mrs. S. T. Alexander, W. Armstrong, Edward Christ, Mrs. Flohr, F. W. Grimwood, T. W. Hobron and child, E. W. Husted, Miss Lindsey, Mr. and Mrs. S. H. Little, Miss F. L. Peterson, Miss Mae Ogilvie, Miss Aggie Howard, Chwang Hai Kwan.

MEMORANDA.

The little brig W. G. Irwin, an old-timer in the Hawaiian trade, made a fine record on her last trip from here, the last she is to make in the business. She has been sold to the Cape Nome trade.
The yacht Rover arrived at San Francisco on April 14.
The steamer Kinau went on the marine railway last night for repairs.

GETS THE CONTRACT.

SAN FRANCISCO, April 12.—The Oceanic Steamship Company has been notified that it has been awarded the contract for carrying the English and Australian closed mails for the next ten years, a tri-monthly service being required touching at Honolulu, Apia or Pago-Pago, whichever shall be selected by the Government and Auckland. The rate will be \$2 a mile. The company is negotiating with the New Zealand and Australian governments for carrying mails to San Francisco.

The Oceanic Company has been notified that the Tahitian Government has accepted its proposal for steamer service between San Francisco and Tahiti. A steamer of 3,000 tons is to be put on the route, to make eleven trips a year of thirty-five days each, with a speed of fourteen knots, at Honolulu, Apia or Pago-Pago, whichever shall be selected by the Government. The Mariposa or Alameda will probably be overhauled and placed on the route.

WRECK OF THE DOMINION

SAN FRANCISCO, April 14.—The story of the supposed wreck of the British bark Dominion off the Vancouver coast was the subject of much speculation here today. A year ago last January the British ship Dominion sailed from Honolulu for Puget Sound and has never been heard from. It is not yet a year since the vessel was given up by the English underwriters and posted at Lloyd's as missing. Now comes the story of the finding of boats bearing the name of another Dominion sailing from Sydney.

In connection with the loss of the vessel the fact is recalled that Captain Meredith of the ship Dominion left her just before she sailed from Honolulu. His next command was the British ship Annie Thomas, which is now bound from Cardiff for Acapulco. The vessel is out 254 days, and 93 per cent reinsurance is being paid on her. It is thought she has gone to the bottom.

CURTIS IN A GALE.

SAN FRANCISCO, April 14.—The ship George Curtis, which arrived yesterday, fifteen days from Honolulu, with 46,570 bags of sugar, reports having encountered strong northwest winds on April 6th in latitude 32 degrees 41 minutes north, longitude 142 degrees 35 minutes west, which carried away the mizzen upper topsail yard and the mizzen topgallant yard.

The crew of the American ship George Curtis are down on their luck. The sailors have been practically tied up for three months, and the most of the time was spent in sight of land, which was theirs to gaze at but not to touch. They sailed from here to Honolulu, and upon arrival were put into quarantine and kept on board under close watch until the vessel sailed. Now they are under quarantine again, and if they have the luck of former crews they stay there for a week.

VESSELS AT SAN FRANCISCO.

SAN FRANCISCO, April 17.—The ship I. F. Chapman sailed for Honolulu in ballast from San Francisco, April 11; the bark C. D. Bryant sailed the 8th with a large general cargo; the schooner Mary E. Foster, with a general cargo sailed the 10th; the brig Harriet G. sailed for Mahukona, the 12th; the American ship Susquehanna was to sail the 15th or 16th.

The bark Edward May, with sugar from Makaweli and the schooner Helen N. Kimball, with sugar from Hana, Hawaiian Islands, arrived April 7, and went to the quarantine station.

The bark Highland Light, Captain McLure, which was dismasted in a storm on the night of March 12th while 600 miles off Cape Foulweather and put in here for repairs, sailed again April 10, for her destination, Lahaina, Hawaiian Islands. The Highland Light has 1900 tons of coal on board from Nainimo.

The barkentine S. N. Castle, with a cargo of Hawaiian sugar, was released from quarantine April 10.

The steamer Bloemfontein, Captain Helleloch, arrived April 10, with 64,755 bags of sugar from Hawaii and went to the quarantine station.

The bark Martha Davis, Captain McAlmon, arrived April 11, eighteen days from Hilo, with sugar and went to the quarantine station.

The bark Charles B. Kenney, with a cargo of sugar from Hawaii went to the quarantine station April 12.

The schooner C. T. Hill, lying at Third and Berry streets, has been sold to parties who, it is said, will send her to the South seas.

The brig W. G. Irwin arrived yesterday, twelve days from Honolulu, with sugar, and went into quarantine.

The steamer Defender, Captain Heilquist, arrived April 15, from Makaweli with a cargo of sugar, and was ordered into quarantine.

The Oceanic steamer Moana, Captain Carey, will sail Wednesday evening, April 17, at 5 o'clock for Honolulu, Apia, Auckland and Sydney, providing the English mails arrive on time.

M. A. Tucker, late purser in the United States transport service, has returned from a much needed rest in the country, and will rejoin the steamship Ohio on May 1st, in the Cape Nome trade.

The bark Annie Johnson, Captain Nelson, arrived April 14, thirteen days from Hilo with 27,885 bags of sugar, and went to quarantine.

The barkentine Jane L. Stanford, Captain Johnson, arrived April 14, with 29,294 bags of sugar from Honolulu, and went to quarantine. On April 8th Stanford encountered heavy south-south-east gales which twisted the mainmast head and split the mainsail.

Fine Job Printing, Star Office.

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This morning a splendid assortment of Unbleached, Bleached and Colored

LINEN TABLE DAMASK**E. W. Jordan**

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WE ARE NOT exactly selling our goods at auction, but we are doing the next best thing by selling them at greatly reduced prices. It is not our habit to carry goods over from one season to another, so we must sell our remnants of sizes at once, and at such prices that you will save money by buying of us. These goods must sell even if we incur a war in doing so. Boys' and Men's Clothing, Underwear and Men's Furnishings. We mean business. Call and have a look.

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